

Sustainable Development Select Committee		
Report Title	The draft Local Implementation Plan	
Key Decision	No	Item No.
Ward	All	
Contributors	Transport Strategy Manager, Regeneration Department	
Class	Part 1	Date: 14 September 2010

1. Summary

- 1.1 The report outlines the process for developing the Council's second Local Implementation Plan (LIP). It also presents an early and incomplete working draft of the Plan, along with the scoping report prepared as part of the process of Strategic Environmental Assessment (SEA).

2. Purpose of the Report

- 2.1 To inform the Select Committee of the process to develop the LIP and to place an early draft of the LIP (plus the SEA Scoping Report) before the Select Committee for discussion / comment.

3. Policy Context

- 3.1 The Greater London Authority Act requires each London local authority to make a plan (a LIP) to implement the London Mayor's Transport Strategy within their area, as soon as reasonably practicable after publication of the Transport Strategy. The Transport Strategy was published on the 10th May 2010.
- 3.2 The LIP forms part of the Council's policy framework. Consequently adoption of the LIP is a decision reserved to the Council. In drafting the LIP, regard is being had for other plans and strategies forming the policy framework. Key amongst these is the development plan and in particular the emerging Local Development Framework Core Strategy. The draft LIP also draws heavily on the Lewisham Sustainable Community Strategy for its core objectives.

4. Background

- 4.1 Much of the investment the Council makes in streets and transport employs funds provided by TfL to support delivery of proposals set out in LIPs. This year, TfL changed the way it provides most of this funding to local authorities. It amalgamated many modal (e.g. 'Cycling', 'Walking', 'Bus Priority') based funding streams into just three, for investment within 'Neighbourhoods', on 'Corridors' and in 'Smarter Travel'. Also, TfL ceased requiring local authorities to bid for this funding. It is now allocated to local authorities on the basis of a formula intended to reflect relative 'need'. Annually, each local authority must inform TfL of the projects on which it proposes employing 'Neighbourhood', 'Corridor' and 'Smarter Travel' funding, in order to release the following year's allocation. Proposals for 2011/12 are to be submitted to TfL by 8 October in order to release next year's 'Neighbourhood' etc LIP funding. TfL still requires local authorities to submit bids for 'Principal Road Maintenance' funding (the total amount of which it has significantly reduced), 'Bridge Strengthening' funding and 'Major Schemes' (previously called 'Area Based Schemes', these are street enhancement projects costing over £1million) funding.
- 4.2 At the same time the London Mayor published his Transport Strategy, TfL published guidance on the preparation of LIPs. This included a timetable and various actions local authorities are required to adhere to, plus instructions as to the structure and content of LIPs. By December this year, each authority must submit a draft LIP for TfL's assessment, and begin a three month process of consultation on the draft LIP.
- 4.3 After consultation, the draft LIP would be amended in the light of consultation responses and to incorporate changes required by TfL. It would then be submitted to the London Mayor for his approval.

5. The Structure of the LIP

- 4.3 The LIP is to be formed of 3 parts. The first part should set out the challenges and opportunities the local authority faces in relation to the Transport Strategy (looking as far forward as 2031). These (plus goals and priorities drawn from other plans and strategies) should then be reflected within a set of LIP objectives. Part 2 of the LIP is to be a Three Year Delivery Plan setting out costed proposals for 2011/12 -2014/15. It should include a prioritised list of 'Major Schemes' the local authority expects to bid to TfL for funding for. The third part of the LIP is a Performance Plan reporting on indicators set by TfL (with the encouragement to include additional indicators), each with targets to be agreed by TfL. The early stage / incomplete draft LIP appended to this report has gaps within Part 1 yet to be filled, but contains the draft objectives. Part 2 (the Delivery Plan) has yet to be drafted. Part 3 (the Performance Plan) includes the indicators required by TfL, but no additional 'Lewisham' indicators at this stage. At this stage, potential targets included within the draft are there to stimulate and aid discussion.

6. The Draft LIP Objectives

- 6.1 The draft LIP goals and objectives are based primarily on The London Mayor's Transport Strategy, the Lewisham LDF draft Core Strategy and the Lewisham Sustainable Community Strategy.

Draft Goals	Draft Objectives
LIP Goal 1. 'Safer'	LIP Goal 1. 'Safer' LIP Objective 1(a) 'Reducing crime, fear of crime and antisocial behaviour'
	LIP Goal 1. 'Safer' LIP Objective 1(b) Improving road safety
	LIP Goal 1. 'Safer' LIP Objective 1(c) Improving public transport safety
LIP Goal 2. 'Clean, green and liveable'	LIP Goal 2. 'Clean, green and liveable' LIP Objective 2(a) More sustainable transport and improving access to sustainable modes.
	LIP Goal 2. 'Clean, green and liveable' LIP Objective 2(b) Less reliance on the private car
	LIP Goal 2. 'Clean, green and liveable' LIP Objective 2(c) Improving system of walking and cycling routes and strong links to town centres and public open space
	LIP Goal 2. 'Clean, green and liveable' LIP Objective 2(d) Improving journey experience
	LIP Goal 2. 'Clean, green and liveable' LIP Objective 2(e) Enhancing natural environment
	LIP Goal 2. 'Clean, green and liveable' LIP Objective 2(f) Improving air quality
	LIP Goal 2. 'Clean, green and liveable' LIP Objective 2(g) Improving noise impacts
	LIP Goal 2. 'Clean, green and liveable' LIP Objective 2(h) Reducing CO2 emissions
	LIP Goal 2. 'Clean, green and liveable' LIP Objective 2(i) Reducing waste, maximising reuse and recycling
	LIP Goal 2. 'Clean, green and liveable' LIP Objective 2(j) Protecting and improving water resources
	LIP Goal 2. 'Clean, green and liveable' LIP Objective 2(k) Safeguarding soil quality and quantity
LIP Goal 3. 'Healthy, active and enjoyable'	LIP Goal 3. 'Healthy, active and enjoyable' LIP Objective 3(a) Improving choice and better health
	LIP Goal 3. 'Healthy, active and enjoyable' LIP Objective 3(b) Increasing the take-up of healthy lifestyle activities
	LIP Goal 3. 'Healthy, active and enjoyable' LIP Objective 3(c) Addressing deprivation and health inequalities particularly within the wards of Evelyn, New Cross, Lewisham Central, Whitefoot, Bellingham and Downham.
LIP Goal 4. 'Dynamic and prosperous'	LIP Goal 4. 'Dynamic and prosperous' LIP Objective 4(a) Supporting sustainable population and employment growth in the key locations for regeneration and growth (Lewisham Catford, Deptford, New Cross)
	LIP Goal 4. 'Dynamic and prosperous' LIP Objective 4(b) Improving integration, accessibility and connectivity within the borough, the sub region and the rest of London
	LIP Goal 4. 'Dynamic and prosperous' LIP Objective 4(c) Improving accessibility in the Evelyn, Whitefoot, Bellingham and Downham Wards
	LIP Goal 4. 'Dynamic and prosperous' LIP Objective 4(d) Improving quality and vitality of Lewisham's town centres and localities

	<u>LIP Goal 4: 'Dynamic and prosperous'</u> LIP Objective 4(e) Safeguarding provision of the Surrey Canal Road station as part of the London Overground network
	<u>LIP Goal 4: 'Dynamic and prosperous'</u> LIP Objective 4(f) Delivering an efficient and effective transport system for people and goods, facilitating the movement of freight whilst minimising the adverse impacts
LIP Goal 5. 'Improve transport opportunities for all'	<u>LIP Goal 5: 'Improve transport opportunities for all'</u> LIP Objective 5(a) The Lewisham transport infrastructure, its roads, pavements, bus stops and stations accessible to everyone and especially our disabled citizens. <u>LIP Goal 5: 'Improve transport opportunities for all'</u> LIP Objective 5(b) Connecting communities, reducing severance
LIP Goal 6. 'Better streets'	<u>LIP Goal 6: 'Better streets'</u> LIP Objective 6(a) Reducing street clutter
	<u>LIP Goal 6: 'Better streets'</u> LIP Objective 6(b) Improving layout and design of streets
	<u>LIP Goal 6: 'Better streets'</u> LIP Objective 6(c) Enhancing and protecting the built and historic environment
	<u>LIP Goal 6: 'Better streets'</u> LIP Objective 6(d) Improving permeability
	<u>LIP Goal 6: 'Better streets'</u> LIP Objective 6(e) Clear and understandable routes and spaces

6.2 An assessment has been made of the draft objectives as part of the LIP SEA process, the results of which are at appendix 3 to this report. Missing objectives suggested by that assessment have been incorporated in the above table and draft LIP.

7. The Process of Preparing the LIP

7.1 Whilst the LIP is being drafted, the draft LIP objectives are being employed to prioritise potential proposals for LIP funding / inclusion within the Delivery Plan. A report will be sent to the Mayor and Cabinet on 6 October recommending proposals for 2011/12 'Neighbourhood', 'Corridor' and 'Smarter Travel' funding (many of the projects will however extend over two or more years) and bids for 'Bridge Strengthening' and 'Principal Road Maintenance' funding. These will also form the first year of the LIP Delivery Plan (Part 2 of the LIP) and possibly a large part of the other two years of the Delivery Plan. It is intended to append a revised draft of the LIP (whilst still in development) to that report for information.

7.2 It is planned to recommend the draft LIP to The Mayor and Cabinet and then to the Council, in November. Subject to both agreeing the draft LIP, it will then be sent to TfL for it to assess, and the LIP and Environmental Report will be consulted on for three months.

- 7.3 The timescale for LIP development set by TfL allowed little time for public engagement before/during drafting. Each Local Assembly was however invited to send representatives to a seminar / workshop in July, and people entering the Regeneration marquee at Lewisham People's Day were invited to make comment / raise issues. Notes of both activities are at appendices 3 and 4.

8. Legal Implications

- 8.1 A Local Implementation Plan is a statutory document that must set out a plan of how the Council proposes to implement the Mayor's Transport Strategy in its area. It must show how the proposals cover the necessary policy, effects, projects, programmes implementing mechanisms, planning and activities. Resources assumptions and performance measures must also be included. Guidance is:

- that there must be clear link between LIP proposals and MTS policies;
- timetabling for implementing the different prospects in the plan and the date by which these will be achieved;
- clear proposals for delivery of Mayoral targets;
- an assessment of the funding and resources needed to deliver the LIP;
- assumption about the sources of funding.

There are strict requirements on who are required to be consulted on the draft LIP by section 145 of the Greater London Authority Act 1999

9. Financial Implications

- 9.1 Financial implications will be addressed in the reports to the Mayor and Cabinet and to the Council.

10. Environmental Implications

- 10.1 LIP development is subject to a linked process of Strategic Environmental Appraisal. The SEA Scoping Report and initial assessment of the draft LIP objectives are appended to this report. The assessment of the draft LIP objectives concluded that:

'The objectives of the Lewisham Local Implementation Plan compliment the objectives of the Strategic Environmental Assessment. The initial assessment identifies that the delivery of the Local Implementation Plan is likely to have a positive effect on Lewisham's environment. The Local Implementation Plan does not currently impact on objectives for waste reduction, reuse and recycling, water quality and ground contamination. The better streets proposals could address environmental objectives for waste through the use of recycled materials. Reduced emissions may

have an indirect impact on water quality. The current remit of the Local Implementation Plan is not relevant to contaminated land.'

- 10.2 Objectives relating to waste reduction, reuse and recycling, water quality and ground contamination have since been incorporated with the draft LIP objectives.

11. Equalities Implications

- 11.1 LIP development is subject to a linked process of Equalities Impact Assessment. At the time of drafting this report, the process was still in its early stages.

12. Crime and Disorder Implications

- 12.1 Issues relating to crime and the draft LIP have been discussed with the Met Police (Lewisham) and are being considered further as part of LIP development. In particular consideration is being given to principals set by 'Secured by Design' (a body established by the Association of Chief Police Officers). Its publication 'Secured by Design Principles' sets out fundamentals to designing more secure environments. Key amongst those are a 'well-designed environment' which includes:

- *'In an environment which is **well designed, attractive, clearly defined and well maintained** people are likely to take pride in their surroundings, will tend to feel comfortable and safe and have a sense of shared ownership and responsibility.*
- *A '**well designed**' environment is one that fulfils all its intended functions in an effective and harmoniously co-ordinated manner.*
- *An '**attractive**' environment in this context means one which has evolved or has been successfully designed to meet the needs of its legitimate users, such as the need for safe convenient means of access, the need to enable social interaction, to cater for recreational needs, etc. Legitimate users (i.e.the responsible majority of the population) will naturally find the environment 'attractive' because it is responsive to their needs. The greater the attraction for legitimate users, the less will be the attraction for the criminal minority.'*

It also emphasises the need to foster activity within the street to increase natural surveillance and explains the role improved lighting can play.

Originator

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Appendix 1. Working Draft LIP (still in preparation)

Appendix 2. Strategic Environmental Assessment draft Scoping Report

Appendix 3. Strategic Environmental Assessment initial assessment of draft LIP objectives

Appendix 4. Notes of Local Assembly rep' workshops

Appendix 5. Comment made at Lewisham People's day